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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY Poland

SUBJECT Polska Zegluga Morska/ S/s KRAKOW/
Present Attitudes in the Polish Merchant Marine

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4. S/S KRAKOW

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The crew of S/S KRAKOW consisted of 26 sailors. The first captain was /fnu/ Giedrowicz. He was shortly dismissed and replaced by /fnu/ Wasilewski. It was believed that the Second Officer, /fnu/ Jastrzebski, who is in the UB service, was responsible for Giedrowicz's misfortune. Jastrzebski is the ship politruk. The navigation assistant is /fnu/ Sosin.

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the first engineer was /fnu/ Hebel.

Hebel was later transferred to some other ship. He was replaced by /fnu/ Fabisiak. The Second Engineer is Tadeusz Jasinski. His assistant is /fnu/ Sikorski who behaves properly and is calm.

5. [redacted] on S/S KRAKOW there was no CP meeting abroad, only the usual crew meetings. Party subscriptions were deducted from [redacted] wages. About half of the crew belonged to the CP. The CP secretary was Third Engineer /fnu/ Dernisz. When Dernisz went on leave he was replaced by his deputy, the cook Jas (family name unknown). A very active Communist on S/S KRAKOW was Stanislaw Konca, ~~was~~ an UB informer. Some sailors were forced to leave the ship through his activity. This was the case of the trimmer, Jez. The politruks are often changed. [redacted] three politruks. The last arrived from the ferryboat KOPERNIK. [redacted] Political training of the crew took place after each voyage. As the KRAKOW had short trips, the unfortunate sailors had political training twice a week. Once a week there was training during the stay [redacted] in a Polish harbor. Propaganda was carried on against the capitalist countries.

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6. The CP and the authorities see to it that nobody gets wealthy on the ship. After a few voyages, when a sailor is perhaps already able to put some money aside, he is taken away from the ship for half a year and kept on land. When he becomes poor again, he is sent back to the ship. Smuggling has become more difficult than ever before. So there is no chance for any sailor to earn so much that he can build himself a cottage for his old age. Food on the ships is good.

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7. "It pays best to import sardines officially to Poland on one's sailor customs book. The shops pay 30 zł a tin. Two kilo per month is the permissible import. This is the case with watches and nylons also. The sailors buy these goods abroad with vodka and cigarettes. Men's suits are the best buy in Baltona (the marine store). For \$12-\$15 a sailor gets a 'coupon' of good material.
8. "In winter 1953 nearly half of the crew of S/s KRAKOW was forced to leave the ship. They had been discovered smuggling watches. Several hundred watches were confiscated. Even the wives of these sailors were sent to prison. They were accused of having bought dollars on the black market and given those dollars to their husbands, who in turn bought the watches abroad. On one of the ships of Soldek type one sailor informed on another that he was smuggling spirits. On Jedosc ROBOTNICZA a sailor wounded the first officer with a knife in a drunken state; this happened on the way back to Stettin Feb 53. After that incident several sailors were removed from the ship.

S/S WIECZOREK

9. "The only ship added to the Polish merchant marine in winter 1953 was S/s WIECZOREK of the Soldek type. All the other ships built by various Polish shipyards have been turned over to the Soviets. All the Soldek ships have construction faults. The engines are bad; the ships use too much coal; the engine rooms are too narrow; the ventilation is bad. It is difficult to get engine personnel and stokers for these ships. The sailors avoid them. The worst of all is the WIECZOREK. It took the shipyard more than two years to finish its engine room and get the ship ready. Every time the engines were installed, they had to be removed again as some of the ships of the same type constructed for the USSR were not ready in time; the engines of the WIECZOREK had to be transferred to a ship destined for the USSR. All deliveries to the USSR have priority. When the WIECZOREK was finally ready it got inferior engines. After the first voyage it had to be sent to the shipyard for repairs. It also uses too much coal.
10. "The comradeship, morals and good relationship between the sailors and officers have deteriorated much in the last few years. Because the CP or UB have spies on ships, the sailors have stopped trusting each other. Since more and more officers are post-World War II trained youngsters with political but no professional merits the sailors, who are most hostile to the regime, have lost confidence and respect for the officers. The high cost of living in Poland obliges sailors to smuggle, practically on a professional basis, in order to support their families. As too many pupils from Szkola Morska have proved hostile to the regime and used the first opportunity to escape abroad, these young trained sailors no longer get many shipboard assignments. They remain on land. Old experienced sailors have been removed to a large extent. The result is an incredible lowering of the standard of the Polish sailors and the efficiency of the ships.

Attitudes in PZM

11. "In autumn and winter 1953 a considerable number of unmarried or pre World War II sailors, who were all regarded as disloyal to the regime, were removed from PZM. The management has a negative attitude towards the graduates of the Szkola Morska. The vacant places have been filled with sailors from the navy who have been released from military service. About 120 former sailors from the navy were accepted by PZM in November 1953. Up to spring 1954 they were to work as daymen; then they would get jobs on ships. As their friends who are still in the Marynarka Wojenna (Polish Navy) want to come to PZM in future, the first group have been seriously asked by the others not to run away abroad, as this would close for the others the way to the merchant marine, as it has closed it to the boys from Szkola Morska.

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[redacted] these admonishments have given results for the time being. In the navy there is a greater spirit of solidarity than in the merchant marine.

12. "As the result of too many purges or escapes the crews on most Polish merchant ships are incomplete. They are largely composed of married men or active communists or of boys who have been in the marine for too short a time to have any experience of foreign countries. Finally the control ashore by politruks, CP activists, etc. is stronger. These are some of the causes why fewer escapes now occur. The lack of confidence towards the sailors is so strong among the PZM management that more than 70 sailors have been assigned ashore as daymen for over two years, without any chance to get on a ship.
13. "In winter 1953-54 considerable changes took place in the management of PZM. The sailors were glad about this. They used to say: 'Maybe it will become easier now to muster aboard ships'. The UB is responsible for the present state of insecurity on the ships, the constant purges, the transfers of sailors from ship to ship, or from ship to land and vice versa. The UB controls everything and keeps a watchful eye on everybody. The UB tries to find as politically reliable sailors as possible. On the KRAKOW a lad by the name of [redacted] Kwiatkowski was hired as trimmer. He was the son of a Polish diplomat who is now in Hungary. The mother of the boy has a brother who is a known Polish Communist writer. Personal background now plays an important role in getting a job as a sailor.
14. "The ships of the Polish shipping line PLO (Polskie Linie Oceaniczne) are getting in worse and worse condition. An example is M/S KILINSKI. This ship previously did 23 knots; it now winter 1953-54 does only 16. The cause is the bad repairs in the Polish shipyards, which suffer from the general complaint: norms and shortage of raw materials. If this continues and if ships continue to be produced for the USSR only, the Polish marine will soon be without proper ships.
15. "The shipyards in Gdynia, Gdansk, and Szczecin produce ships for the USSR. At the same time Polish ships grow older and older. The shortage of good new cargo ships is seriously handicapping the Polish shipping companies. [redacted] Poland has since the end of World War II produced 500 motor ships of the Dunajec type for the USSR. The motors of these ships are of Hungarian make (Diesels). Such an exploitation of the Polish industry at a time when the country is short of everything and the fact that goods imported from the USSR by no means cover the Polish export to the USSR are among the reasons for the increasing hate of the Polish working class towards the USSR.
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